

BookletChart™

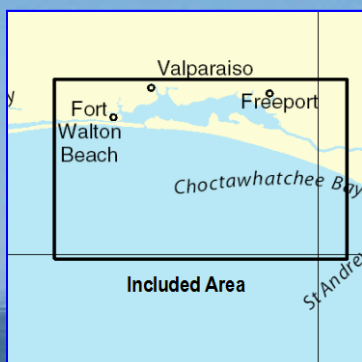
Choctawhatchee Bay

NOAA Chart 11388

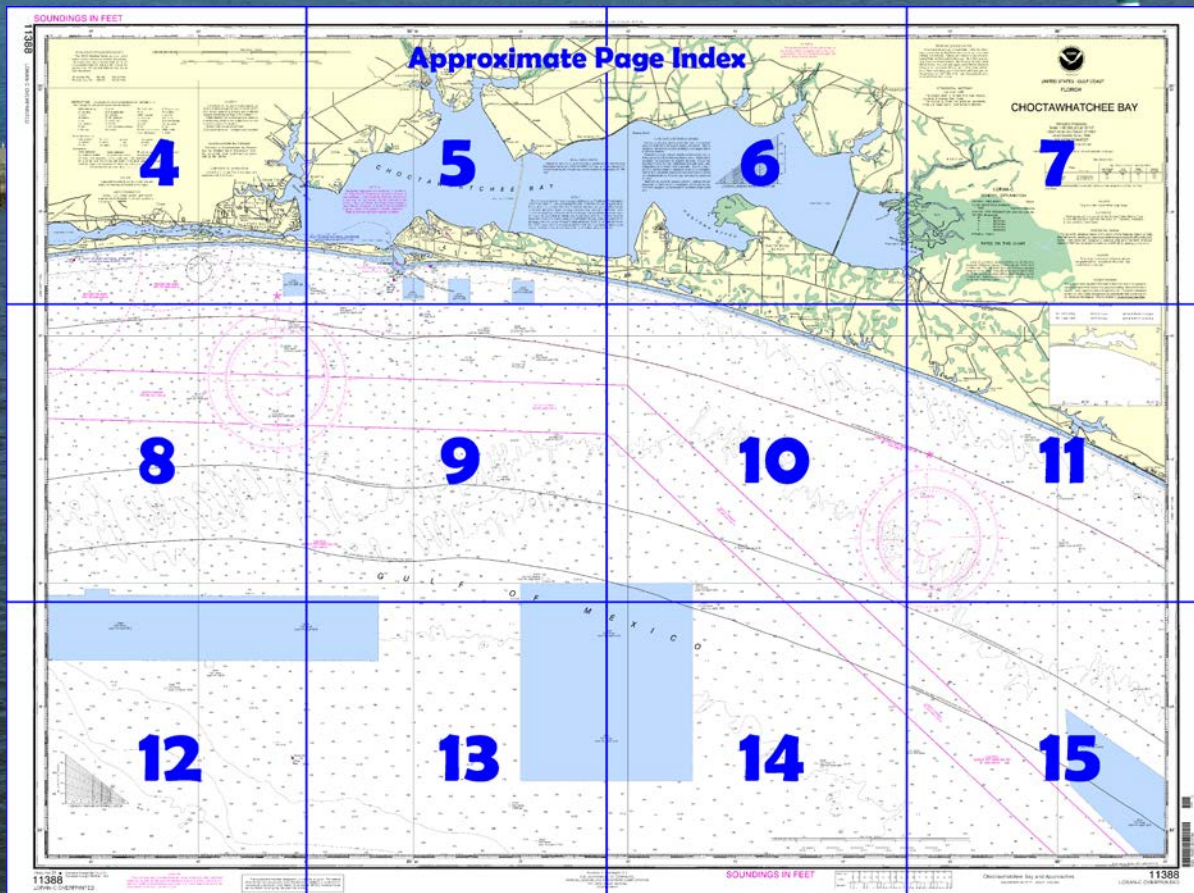


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11388>.



(Selected Excerpts from Coast Pilot)

Topsail Bluff, a slightly elevated knoll, is about 10 miles E of the entrance to Choctawhatchee Bay and can be seen for several miles.

The **danger zones** of aerial gunnery and bombing ranges are in Choctawhatchee Bay. (See **334.700**, chapter 2, for limits and regulations.) The **danger zone** of a guided missiles test operations area is in the Gulf S of Choctawhatchee Bay. (See **334.720**, chapter 2, for limits and regulations.)

Choctawhatchee Bay Entrance, East Pass, about 44 miles WNW of St. Andrew Bay entrance, extends into the W part of Choctawhatchee Bay between Moreno Point and Santa Rosa Island, and is protected by two

jetties. The jetties are marked by a light off their seaward ends. **Choctawhatchee Bay Entrance Lighted Whistle Buoy CB** (30°22'14"N., 86°30'56"W.), about 0.5 mile off the entrance to the channel, marks the approach. To carry the best depths, mariners should be guided by the color of the water. Passage should not be attempted in rough weather. Local knowledge is advised. (See Local Notices to Mariners and the latest edition of the chart for controlling depths.) The channel S of the bridge is subject to frequent changes and shoals rapidly between dredgings.

An unlighted wreck of a shrimp boat with red superstructure lies sunk and awash in 30°20'30"N., 86°42'50"W., about 3 miles offshore and 10 miles W of the entrance.

From close offshore the entrance is easily identified by U.S. Route 98 fixed highway bridges crossing the channel just inside the E end of Santa Rosa Island. The parallel bridges have a least clearance of 49 feet.

Choctawhatchee Bay, about 25 miles long, extends nearly parallel with the coast and separated from it by a strip of land varying in width from 0.3 to 4 miles. Depths in the bay decrease gradually from W to E with 18 to 43 feet in the W two-thirds, except near the shores, and 8 to 16 feet in the E third. Traffic in Choctawhatchee Bay consists principally of travel along the Intracoastal Waterway and oil deliveries to Freeport. There are good highway connections to Pensacola and Panama City on both the N and S shores of the bay.

U.S. Route 331 highway causeway over the bay at **Wheeler Point** has a fixed span at Intracoastal Waterway channel with clearance of 65 feet.

Choctawhatchee River empties into the E end of Choctawhatchee Bay. **Cypress River**, **Indian River**, and **Mitchell River** are branch outlets N of the main river. The mouth of Choctawhatchee River is very shallow, and boats generally enter through Cypress River. A rectangular area of exposed piling, about 1.2 miles long and 0.5 mile wide just off the mouths of the several rivers in this system, is used as a radar target range by Eglin Air Force Base. Cypress River entrance, marked by a light, has a controlling depth of about 6 feet. The river extends 1.5 miles inland to a junction with Choctawhatchee River. **Black Creek**, with depths of 8 feet inside but bars of about 1-foot depth blocking the entrance, leads to the village of **Black Creek**. Berths, electricity, gasoline, a launching ramp, water, ice, and wet storage are available at a small fish camp on the W bank of the creek about 1.6 miles above its mouth. Outboard engine repairs are available nearby.

Rocky Bayou, about 10 miles W of Basin Bayou, has depths of 10 to 20 feet and affords good anchorage for small craft. The entrance to the bayou is marked on the W side by a light. A channel about 0.9 mile above the entrance to the bayou leads SE to a marina in **Ward Cove**. The channel is marked by a private buoy and had a reported controlling depth of 8 feet in 2006. Gasoline, diesel fuel, berths with electricity, water, ice, a launching ramp, pump-out station and marine supplies are available. Hull and engine repairs can be made.

Danger zones.—The **danger zones** of two Air Force proving grounds have been established in Santa Rosa Sound. The Narrows, and the Gulf. (See **334.710** and **334.730**, chapter 2, for limits and regulations.) Unexploded ordnance lies on the bottom a mile offshore from Santa Rosa Island, about 8 miles W of Choctawhatchee Bay Entrance. Santa Rosa Island and the E part of Perdido Key, W of the entrance to Pensacola Bay, are part of **Gulf Islands National Seashore** and subject to the rules and regulations of the U.S. Department of the Interior's National Park Service.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander
8th CG District (504) 589-6225
New Orleans, LA

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

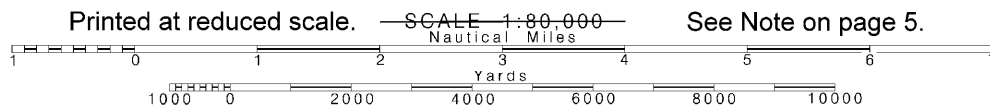
Lateral System As Seen Entering From Seaward

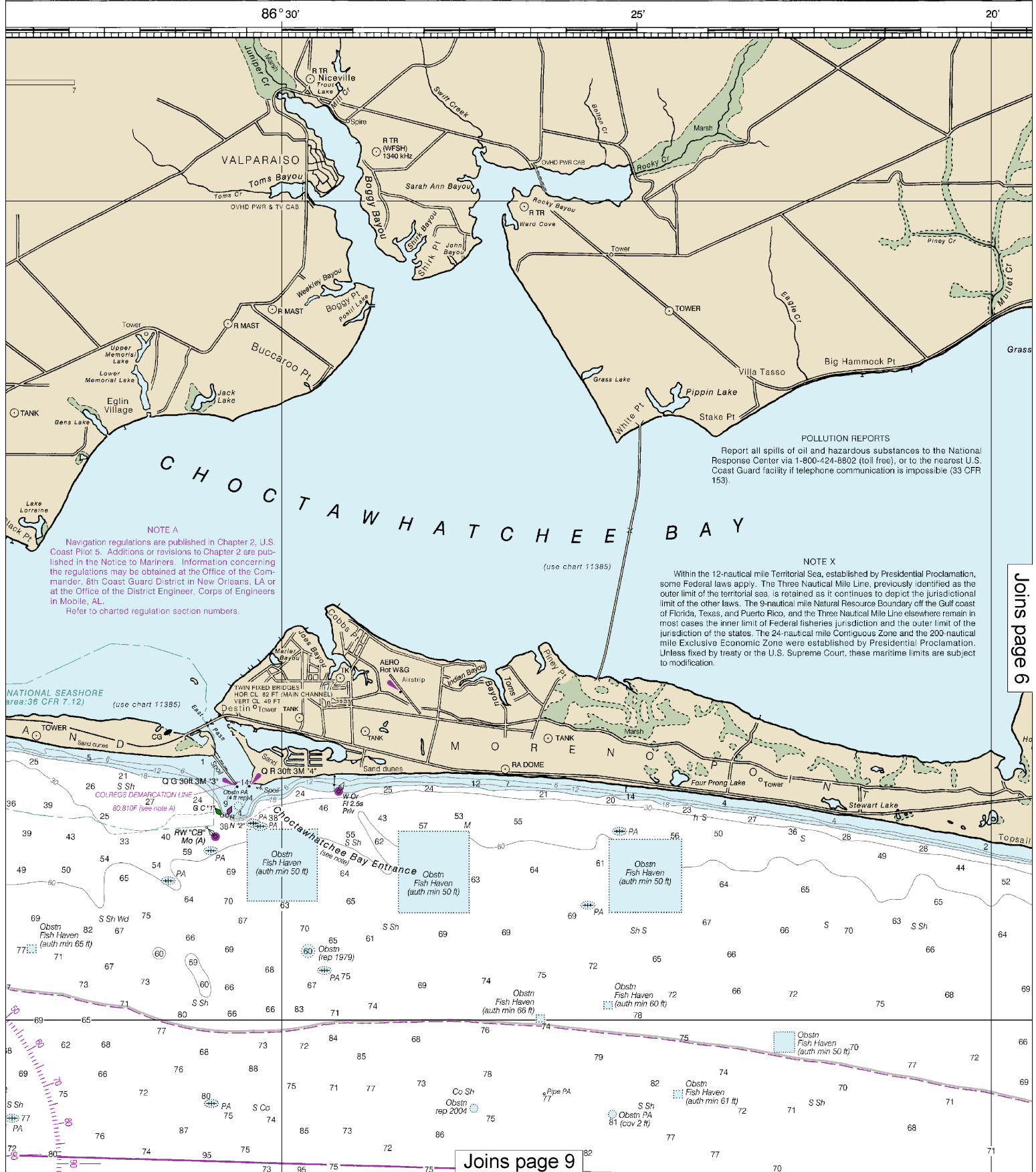
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>





This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

WARNING

Mariner will not rely solely on
navigation, particularly on
the U.S. Coast Guard Light List
for details.



UNITED STATES - GULF COAST
FLORIDA

CHOCTAWHATCHEE BAY

Mercator Projection
Scale 1:80,000 at Lat 30°15'N

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Destin, East Pass	(30°24'N/86°31'W)	feet 0.6	feet 0.6	feet 0.0
Harris, The Narrows	(30°24'N/86°44'W)	1.4	—	—

NOTE: In Choctawhatchee Bay, the periodic tide has a mean range of about 0.6 foot.

Dashes indicate values which are not available for the location. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(May 2012)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which, for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

CAUTION

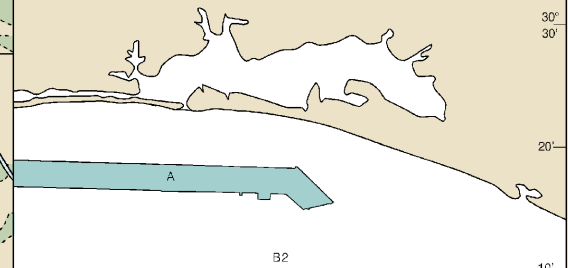
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SOURCE DIAGRAM

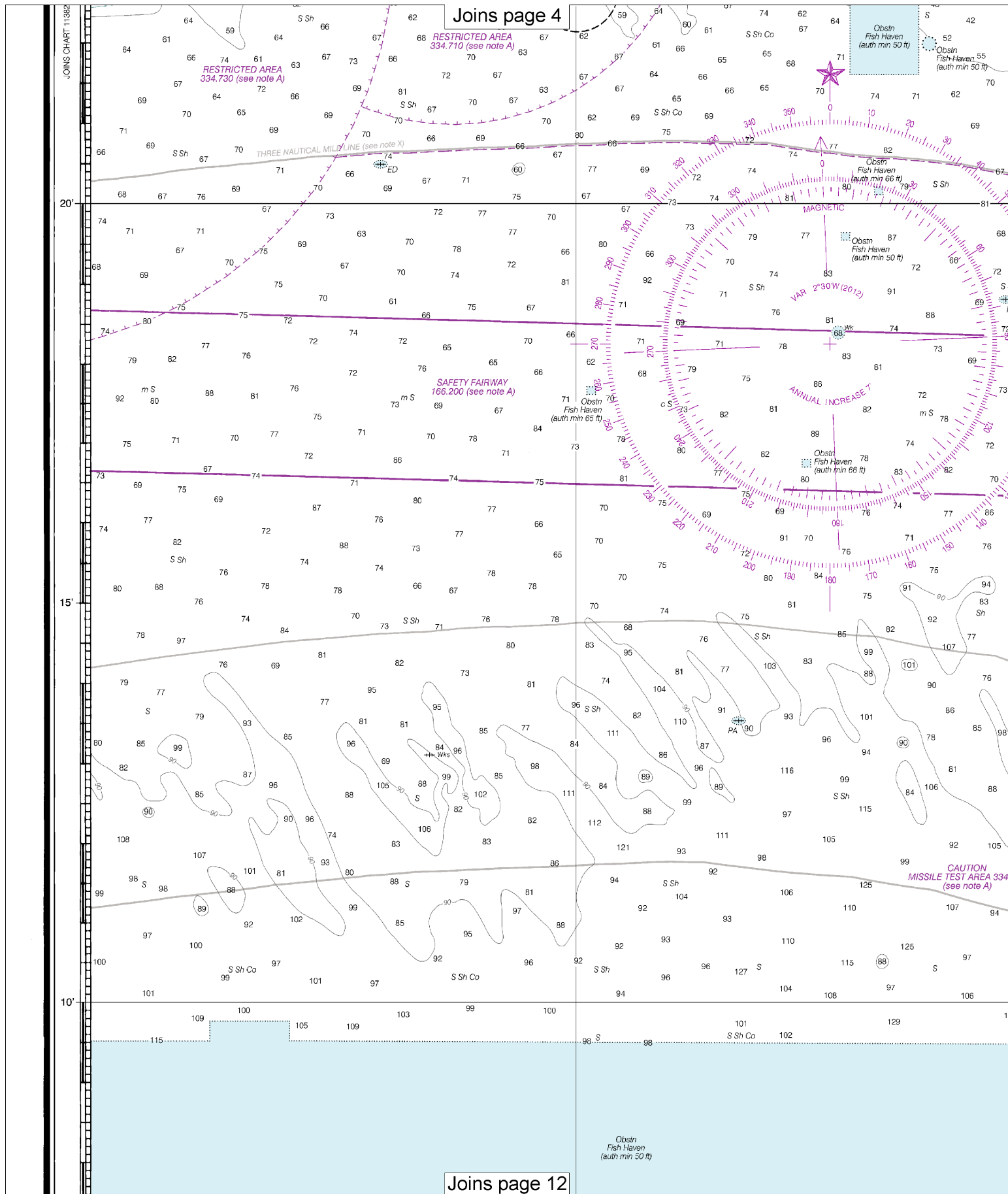
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2010	NOS Surveys	full bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage

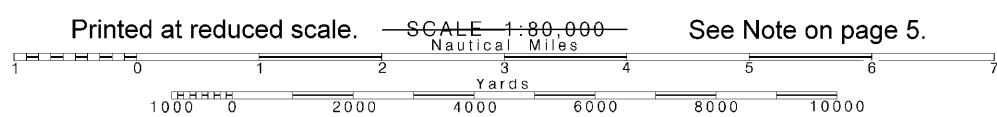


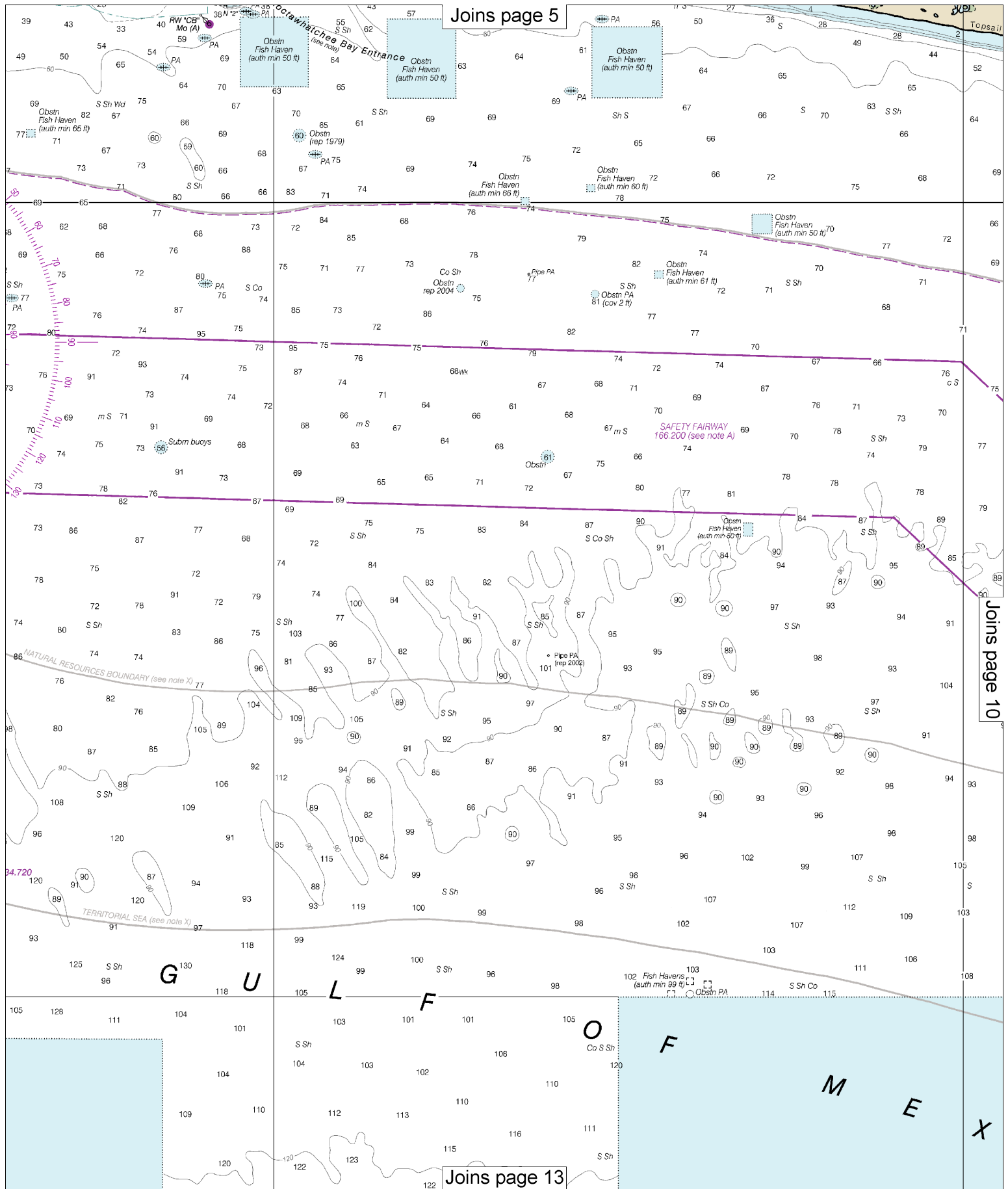
Joins page 11

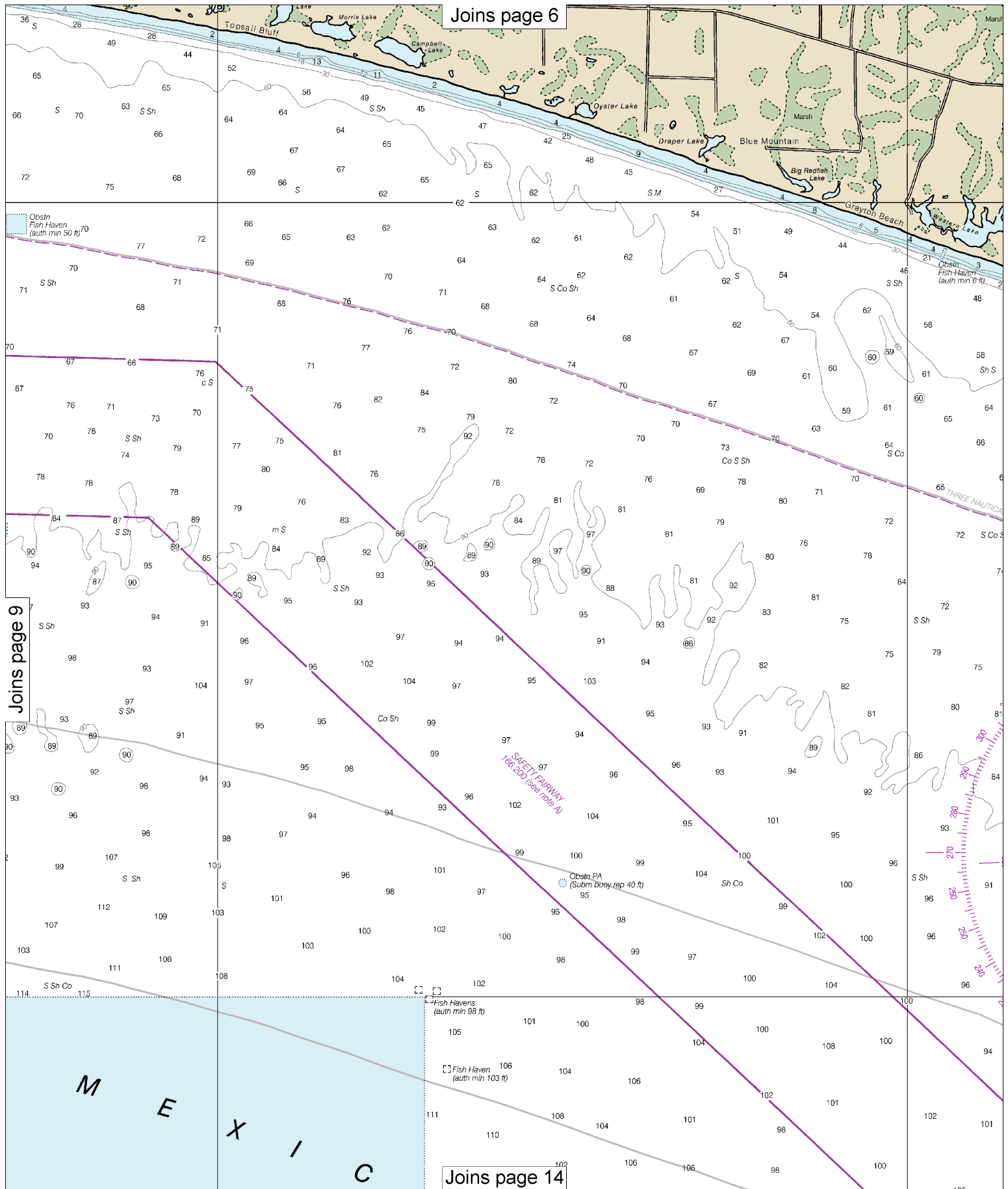


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Note: Chart grid lines are aligned with true north.







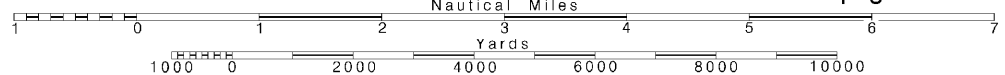
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.

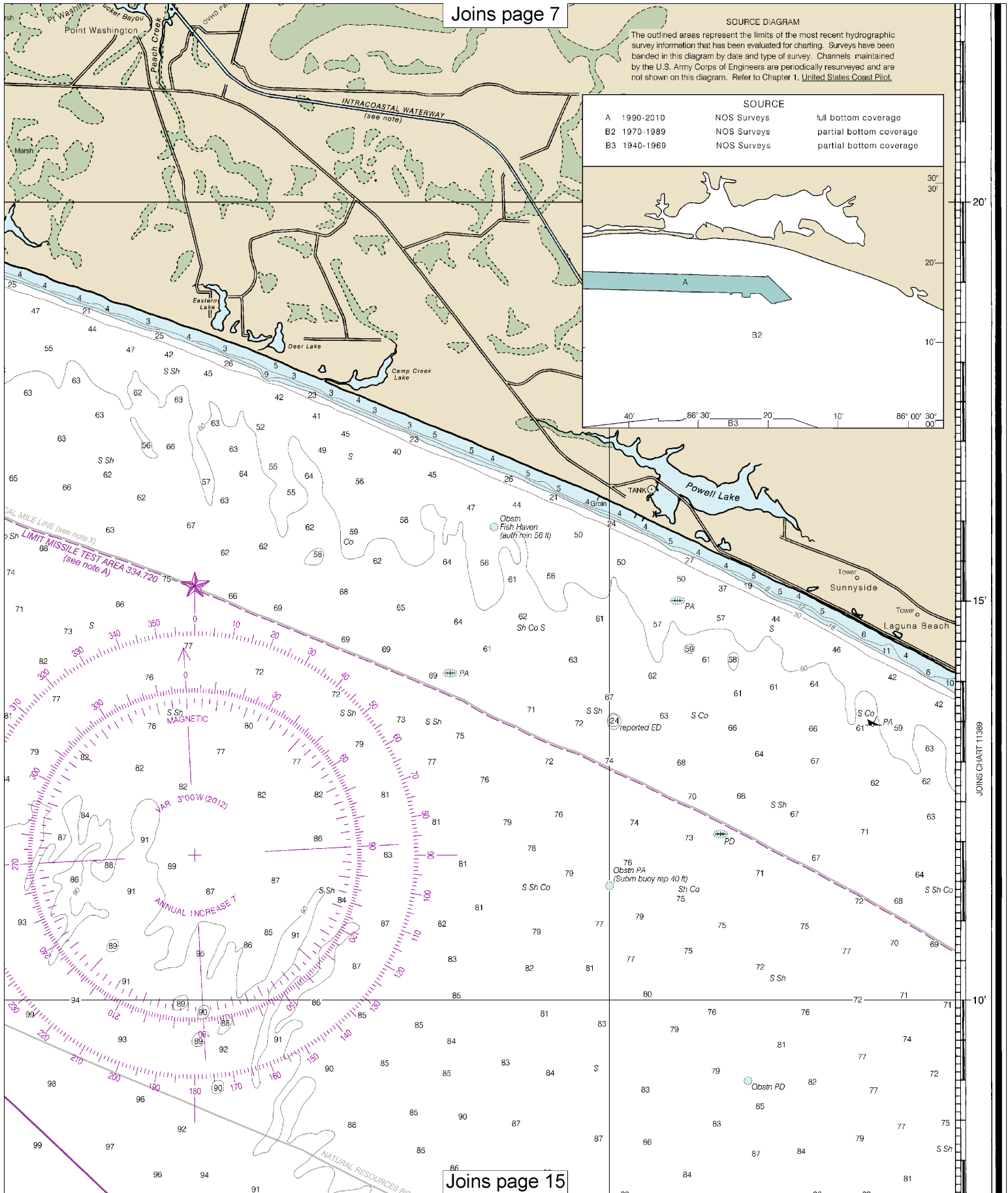
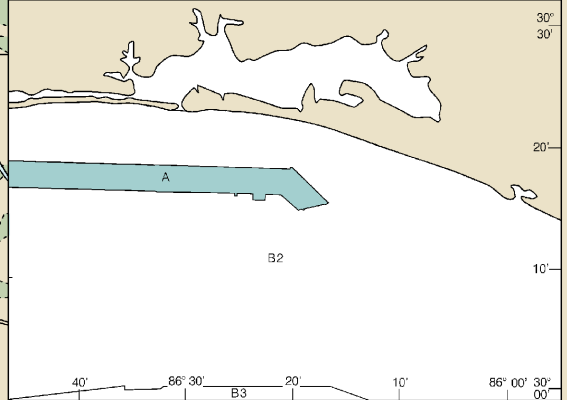


Joins page 7

SOURCE DIAGRAM

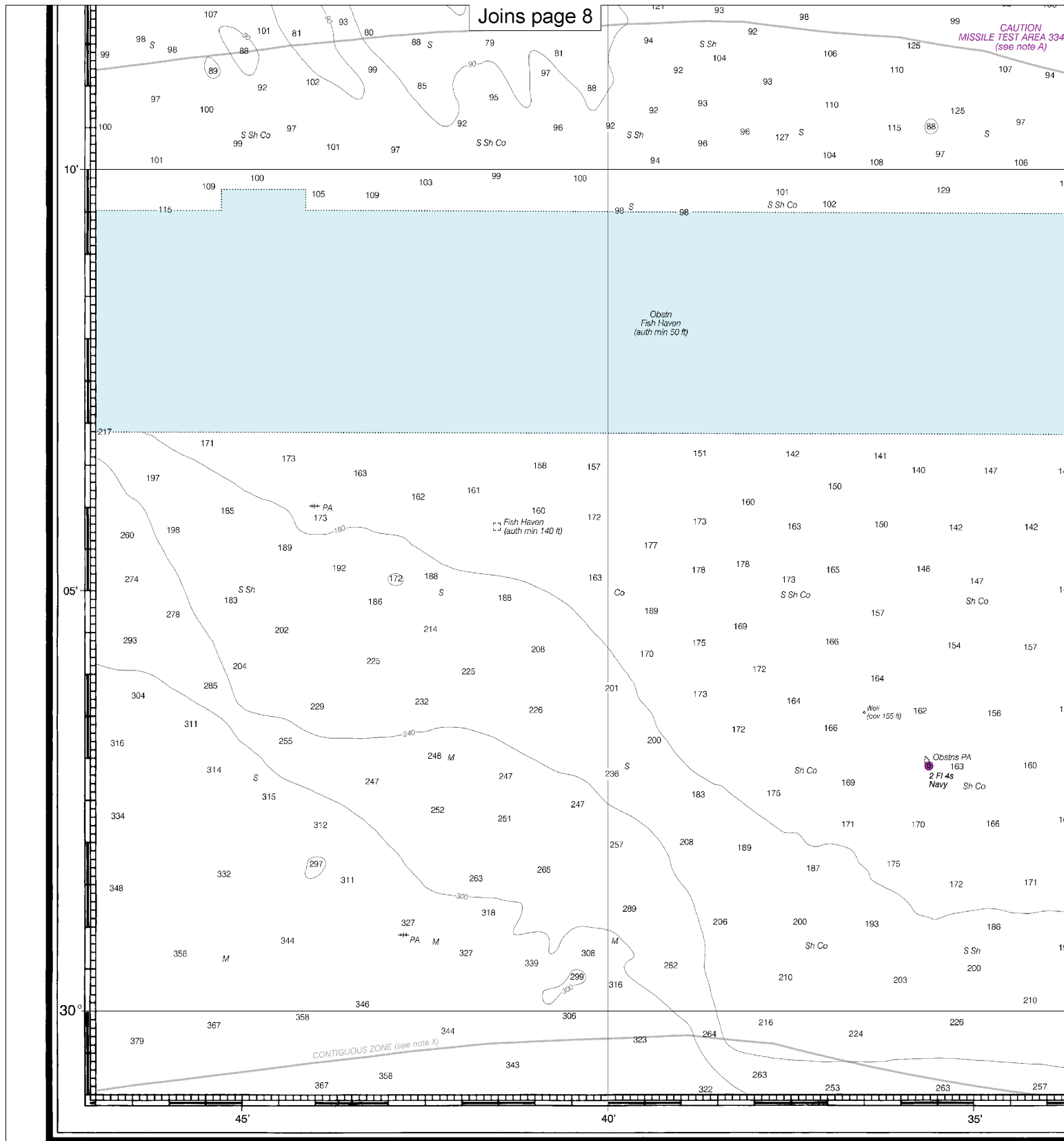
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
A	1990-2010	NOS Surveys full bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B3	1940-1969	NOS Surveys partial bottom coverage



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18th Ed., Jun. 2012. Last Correction: 7/8/2016. Cleared through:
LNM: 4716 (11/22/2016), NM: 4416 (10/29/2016)

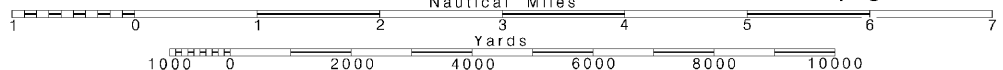
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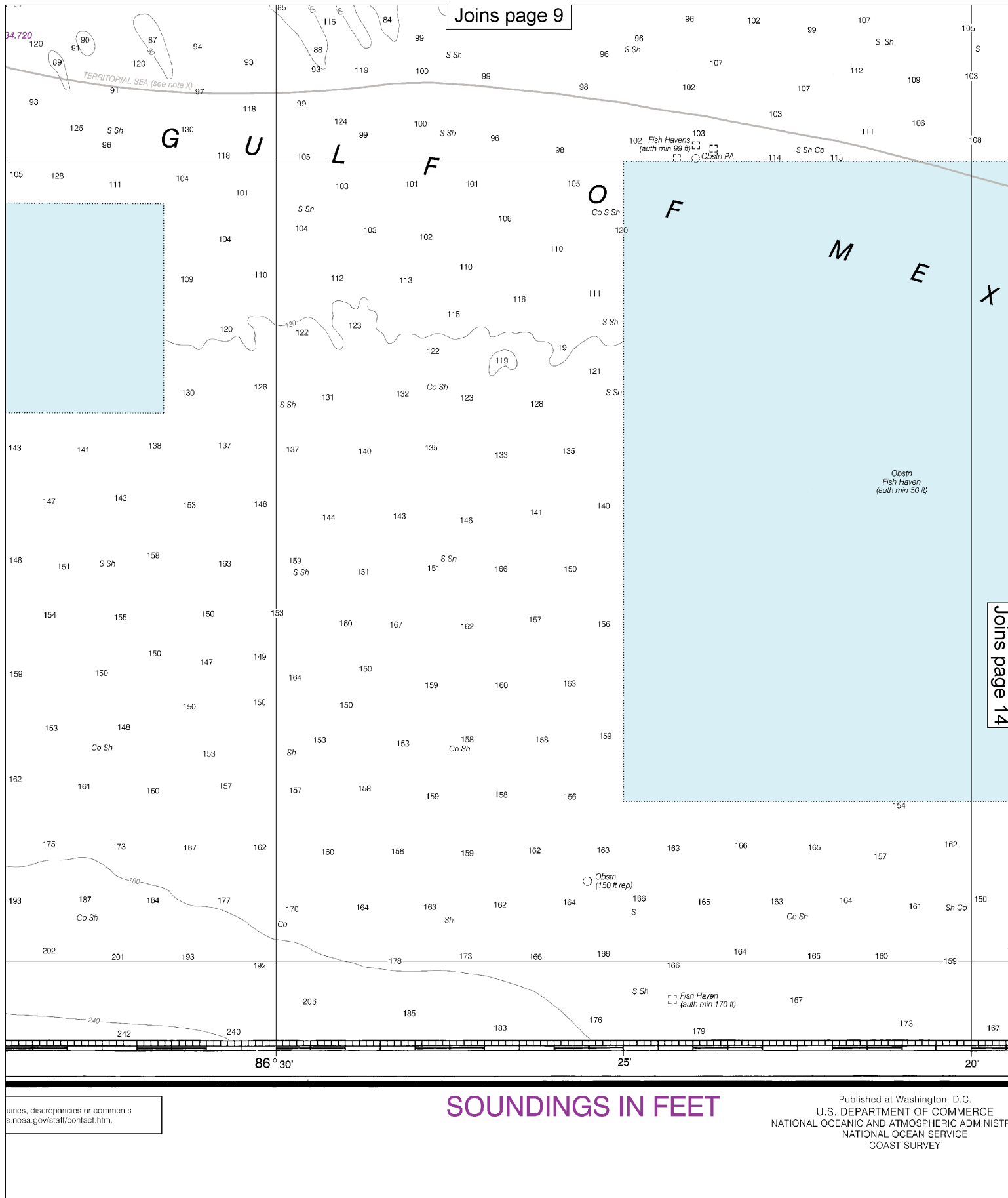
Note: Chart grid
lines are aligned
with true north.

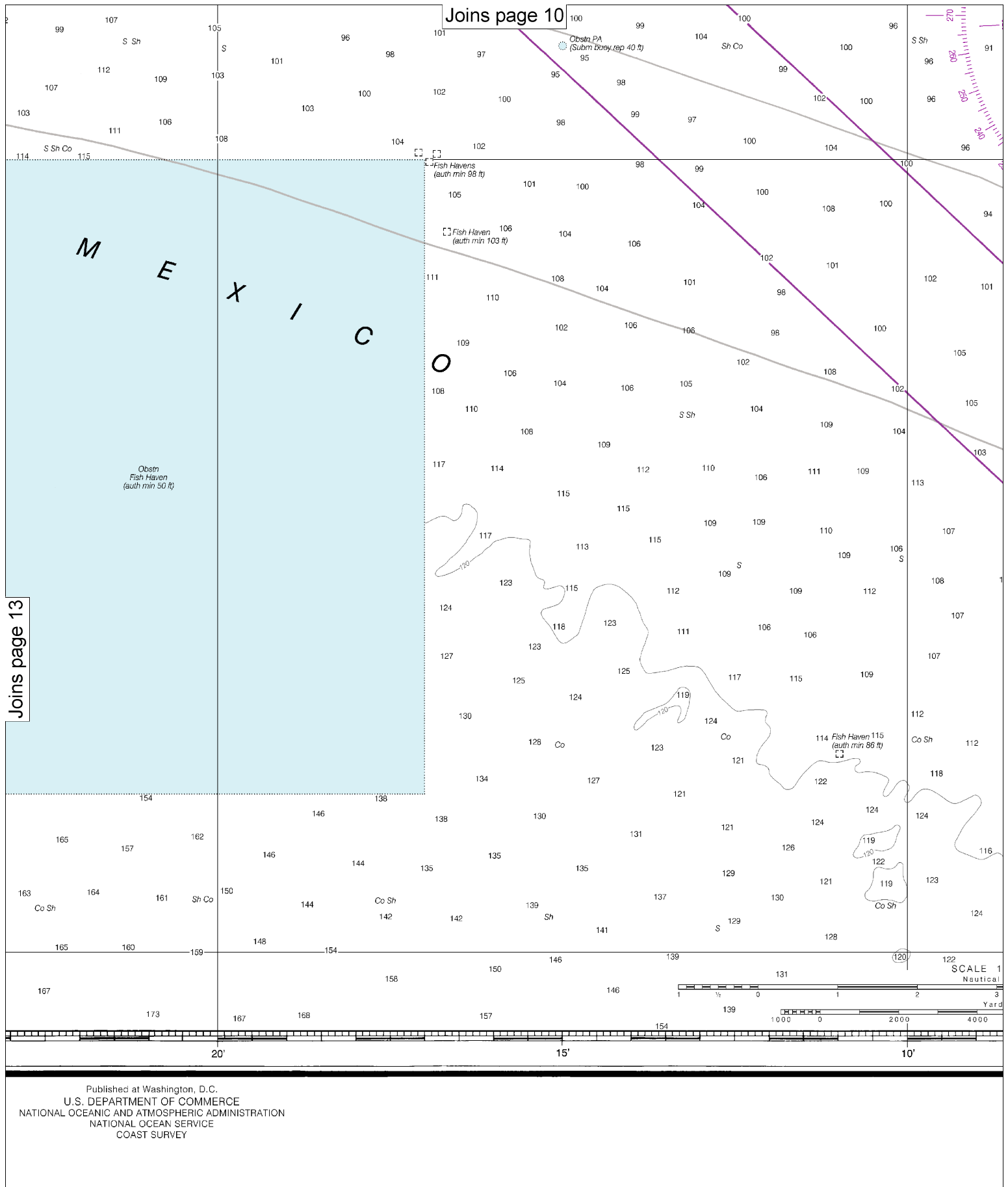
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SCALE 1:80,000
Nautical Miles

See Note on page 5.

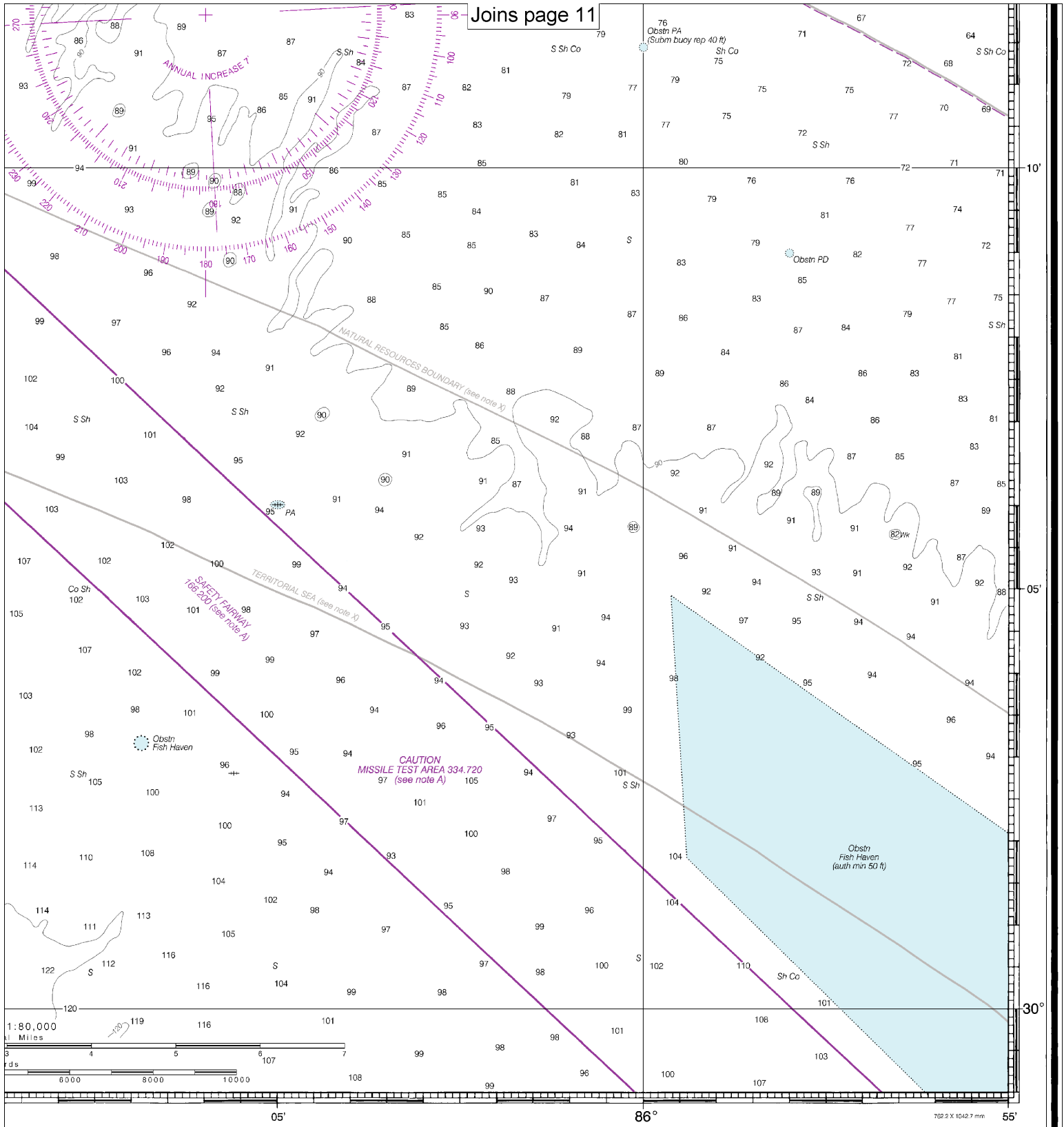






Note: Chart grid lines are aligned with true north.

Joins page 11



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Choctawhatchee Bay and Approaches
SOUNDINGS IN FEET - SCALE 1:80,000

11388

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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.